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CENTRAL INTELLIGENCE AGENCY

OFFICE OF RESEARCH AND REPORTS

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GEOGRAPHIC INTELLIGENCE REVIEW

CIA/RR-MR-42

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Office of Research and Reports

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RAILROAD DEVELOPMENT IN THE SALEKHARD-IGARKA REGION <sup>1</sup>/

Interest has recently been focused on Soviet railroad expansion eastward from Salekhard through the permafrost region of the Yamala-Nennetskiy National Okrug. Current intelligence concerning recent developments is based primarily upon prisoner-of-war interrogation reports and sketch maps. These reports refer to the completion of a railroad line between the rail terminus of Salekhard (66°28'N-61°46'E) and the Yenisey River port of Igarka (67°26'N-86°36'E) and to additional railroad construction south of Igarka -- from Yermakovo (66°36'N-86°10'E) south along the Yenisey to Staro Turukhansk (65°55'N-87°35'E), and from Yermakovo southwest to Yanov-Stan (65°59'N-84°07'E) and Krasnosel'kup (65°42'N-82°28'E). Some of the sources also claim that a railroad is to be pushed northward from Yermakovo through Igarka to connect eventually with the existing line operating between Dudinka (69°24'N-86°10'E) and Noril'sk (69°20'N-88°08'E).

Railroad lines connecting Salekhard with Igarka and Igarka with Staro Turukhansk and Noril'sk would be of considerable economic and strategic significance to the Soviet Union. They would provide access to (1) the reportedly rich oil deposits in the area between the Ob' and Taz Rivers and in the area adjacent to Turukhansk

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1. The research for this study was undertaken in collaboration with the Asiatic Section, Soviet Branch, Industrial Register, OCD, CIA.

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(across the Yenisey, about 14 miles southeast of Staro Turukhansk); (2) the timber resources in the Igarka region; and (3) sizable deposits of coal, copper, nickel, cobalt, gold, and possibly uranium in the Noril'sk area. By facilitating year-round transportation, the lines would encourage increased exploitation of these resources, which in the past has been restricted by the 3- to 4-month navigation season on the Yenisey and the Arctic Ocean. Such a line would also increase the significance of small airfields currently reported to be located at Salekhard, Novy Port, Khal'mer Sede, Igarka, Dudinka, Noril'sk, Poley, Krasnosel'kup, Yermakovo, and Turukhansk. These fields are used by Glavsevmorput (Chief Administration of the Northern Sea Route) and by several territorial directorates of the Civil Air Fleet. Air traffic consists chiefly of food and other supplies required by nearly isolated settlements and forced-labor outposts. According to a number of PW's questioned, some of the airfields also served as receiving centers for railroad equipment and supplies used in the construction of the Salekhard-Igarka and the Yermakovo-Krasnosel'kup lines. With a year-round transportation and supply route, the airfields could easily be developed into strategic air bases that might be used for jet-fighter or transpolar flying operations.

The exact alignment of the reported railroad lines in the Salekhard-Igarka region is not known, but what information is available is schematically presented on the accompanying sketch

map (CIA 13292). The lines as shown either follow available PW sketches or connect populated places mentioned by PW's as along the various lines. Part I of this article discusses the Salekhard-Igarka railroad line, which is reported to be completed and possibly in operation. Part II deals with railroad construction reported in the areas of Krasnosel'kup, Yanov-Stan, Yermakovo, and Staro Turukhansk. It is believed that these lines may eventually be connected with Igarka. Part III discusses a projected line from Igarka northward to Dudinka, which some sources claim is already in early stages of construction.

I. The Salekhard-Igarka Railroad Line

At least three PW interrogation reports dated 1954 allege that the construction of a single-track broad-gauge railroad line between Salekhard and Igarka was completed as early as 1951. The primary PW source, who was interned in the Vorkuta-Igarka region until September 1953, reports that the line was double-tracked by February 1953. He provides the only detailed description of the entire route, which is detailed enough to indicate that he had traveled over the line from Salekhard to Igarka. An earlier source states that it was common knowledge among PW's and slave laborers that the single-track line to Igarka would eventually be converted to double-track.

Construction of the Salekhard-Igarka line was apparently begun at the end of 1948 as an extension of the Seyda-Labytnangi-Salekhard

line, which had been completed the same year. As early as February 1950, German PW's reported that some 110-125 miles of line were then under construction. According to available sources, construction was largely under the jurisdiction of the "Upravleniye 501 Stroyka" (501st Construction Administration Group) of the MVD. The Construction Group was in charge of a number of otdeleniye (penal labor sections), each consisting of 10 kolonna (labor camps). The total number of penal laborers in the Oblag Area (the penal administrative area that has jurisdiction over the northern part of the Ob' River District) during the period of railroad construction was estimated at some 200,000. Reports indicate that, with the exception of a few German railroad specialists and some PW's who were sentenced to forced labor for crimes against the Soviet State, only Russian penal labor was used in the construction.

Each labor camp within the various otdeleniye was assigned the construction of a stretch of railroad line 4 or 5 miles in length. As soon as all the camps of a penal section completed their assignments the entire section was moved to a new stretch. In the vicinity of Salekhard the terrain is generally flat and boggy, with occasional sand hills and areas of dense scrub forest. Here the roadbed was constructed by laying a corduroy bed covered with sand. No stone or other ballast was used. In extremely boggy areas, particularly that between the Pur and Taz Rivers, the swamp was reportedly scooped out and filled with tree trunks and then covered



with sand. In the vicinity of Igarka the swamp was filled with sand upon which the ties and rails were laid. The sinking of tracks was a common occurrence during the summer months. In some areas, speed of travel was greatly restricted because of the undulation of the tracks caused by trains crossing over the soft ground. Where permafrost conditions were serious the frozen ground was blasted to a width of about 16 feet and filled with gravel and sand to a level above the surrounding land. Wooden ties were spaced at intervals of 40 centimeters.

Description of the reported Salekhard-Igarka line -- particularly as related to its alignment, branch lines, railroad facilities, and traffic -- is based solely on data obtained from PW sources who were stationed in the area between 1948 and 1953. The line covers a distance of approximately 620 miles, and reportedly goes by way of Salekhard, Kamenny, Aksarka, Yangiyugan, Nadym River, Faktoriya-Urengoy, Sidorovsk, and Igarka. At Salekhard, connection is made with the line leading westward across the Ob' River to Labytnangi and across the northern Urals to Seyda, where junction is made with the Kotlas-Vorkuta trunkline. The Ob' River is crossed by means of a ferry during the summer months and by tracks laid over the ice during the winter. The first successful crossing over the ice was made in February 1948. Information as of 1948 indicates that the Soviets had decided to build a ferro-concrete bridge over the Ob' River between Salekhard and Labytnangi. Although

German PW's leaving Labytnangi in 1950 had observed no signs of construction on the projected bridge, they did notice large quantities of bridge construction material being stored along the west bank of the Ob' River near Labytnangi. The primary source (referred to on page 3) even mentions that there was a railroad bridge across the river in 1953.

A few miles east of Labytnangi, according to PW sources, a branch line leads to the northeast to the small shipping port and naval base of Novy Port on the west shore of the Ob'skaya Guba (Ob' Bay). This line was reported as under construction from 1946 to 1949 and may now be completed.

Railroad facilities at Salekhard reportedly include a railroad station, a freight yard, a locomotive repair shop capable of making minor repairs, a large storage yard for locomotives and rolling stock, a round house, switching towers, and locomotive water-supply tanks. Among the transportation facilities in Salekhard that supplement the railroad are loading and unloading platforms along the Ob' River and a medium-sized airport situated near the Poluy tributary of the Ob'. The airfield, which has a large landing field but no concrete runway, was used extensively to fly in materials, tools, and equipment for the construction of the Salekhard-Nadym section of the line.

From Salekhard the railroad roughly follows an east-southeasterly direction for approximately 19 miles to the small village of Kamenny

(approximately 66°33'N-67°11'E) on the right bank of the Ob' River. The terrain between Salekhard and Kamenny is largely tundra and swamp except in the area directly east of Salekhard, which is forested. From Kamenny the line leads eastward across the neck of a bend in the Ob' River to the fishing settlement of Aksarka. According to the primary PW source previously mentioned, two spur lines branch off the main line at Aksarka. One spur follows an easterly course for about 105 miles, skirts in part the south bank of the Ob' River and the south shore of the Ob'skaya Guba to Zimi Shuga (shown on Soviet maps as Sukhuy). This line is reported to be single-tracked and to have been in operation in 1953. The second spur leads south from Aksarka for approximately 10 miles.

Railroad alignment east of Aksarka is shown on sketch maps of two German PW's. The alignment is identical on the two maps, both of which are based on personal experiences in the area during 1951 and 1953.

From Aksarka the main line turns southeast to Yangiyugan on the right bank of the Poluy River. This stretch of the route is approximately 37 miles long and crosses flat, tundra-like terrain largely devoid of swamp. From Yangiyugan the railroad runs eastward for approximately 100 miles to a point on the Nadym River north of the small settlement of Iyevlevskiye-Peski. Between Yangiyugan and the Nadym River the railroad alignment is characterized by many curves that by-pass swampy areas, small hills, and a number of

rivulets. The primary source states that larger rivers along the route are crossed by double-track steel bridges of the single-span girder type. One bridge crosses a tributary of the Poluy River a short distance east of Yangiyugan. Farther to the east, steel bridges cross the Yer-Yaga River and one of its right-bank tributaries. A similar bridge is reported to cross the Protoka Khorlyanka River, which parallels the Nadym River to the west.

Eastward from the Nadym River the railroad enters a region of dense swamps and many rivers, rivulets, and lakes. In the vicinity of the Pur River, a branch line leads to the southeast, passed through the settlement of Faktoriya-Urengoy, and terminates at a plant that is said to work on aircraft. An airfield located near the plant is used for test flying. The main railroad crosses the broad Pur River by means of a double-track multi-span steel bridge located north of the settlement of Faktoriya-Urengoy. From the Pur River the route swings gradually to the northeast and leads through swampland to Sidorovsk on the right bank of the Taz River. The bridge over the Taz is also a double-track multi-span steel structure.

Continuing in a northeasterly direction, the railroad eventually reaches the Yenisey River at a point opposite the river port of Igarka. A bridge over the Yenisey is said to be similar to those over the Taz and Pur Rivers, but its existence has not been confirmed

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[REDACTED] No information is available on the terminal facilities at Igarka, but it is believed that the main line may connect with the several narrow-gauge industrial lines that lead from Igarka into the adjacent forest region. These lines are used to transport cut timber from felling sites to the port of Igarka. There is evidence that the Soviets have begun construction on a railroad eastward from Igarka.

Traffic on the Salekhard-Igarka line is reported to average about four trains per day. Because of the poor condition of the roadbed and the soft ground along much of the route, trains as a rule consist of a locomotive and three to four cars. Freight on trains from Salekhard to Igarka is chiefly railroad construction supplies, coal from the Vorkuta area, food, and penal laborers. Trains seen returning from Igarka were generally empty.

## II. Railroad Construction South of Igarka

German PW's stationed in the Lower Yenisey Region present a startling picture of railroad construction centered on the settlement of Yermakovo, situated on the left bank of the river some 62 miles south of Igarka. Apparently three railroad lines are under construction -- one leading south following the Yenisey River to Staro Turukhansk, one following the river northward to Igarka, and one running southwestward to connect with the settlements of Yanov-Stan and Krasnosel'kup. Railroad construction at Yermakovo is under the jurisdiction of the "Upravleniye 503 Stroyka" (503rd Construction

Administration Group) of the MVD. Penal laborers, mostly Russian convicts, are taken from four camps located in the immediate vicinity.

Yermakovo is the administrative center for the penal labor district of the Lower Yenisey Region. Sixty-two labor camps are said to be located in this region. The settlement of Yermakovo is small, consisting mainly of workers' quarters, storage facilities, penal hospital and prison, and some minor repair shops. Transportation facilities include a railroad station under construction and a medium-sized airfield located on an island in the Yenisey some 2-1/2 miles southeast of town.

Construction of the line leading south from Yermakovo to Staro Turukhansk is reported as completed for a distance of 12 miles. It is single-tracked and roughly follows the course of the Yenisey River. According to Soviet officers in various penal camps, the line is to continue beyond Staro Turukhansk and follow the Yenisey River as far south as Krasnoyarsk, a distance of about 750 miles. The roadbed was built by first removing 8-12 inches of the frozen top soil and heaping a gravel ballast 20 inches deep over the frozen ground.

In 1951, freight trains consisting of 6 to 8 box cars were said to move daily over a completed portion of the line. They carried provisions to be distributed among penal camps along the construction route. Freight included food, building materials, prefabricated barracks, and railroad equipment. Railroad

construction supplies were also received by air at Yermakovo and at a small landing field in Turukhansk.

German PW's and Russian penal laborers in the Yermakovo area claim that the Soviets plan a railroad connection between Yermakovo and Igarka. Such a line would be of economic significance because it would connect the potential oil region around Turukhansk with rail and water routes at Igarka. From here, oil could be shipped overland to refineries in European Russia or by sea to ports along the Northern Sea Route. Rail transport is said to be much safer and faster than boat transport on the Yenisey.

Construction of the line is reportedly underway in the Yermakovo area. The line follows the left bank of the Yenisey for a short distance north of Yermakovo and crosses the river at some point north of the settlement. Beyond this point, it would probably parallel the right bank to Igarka. In 1951, a Soviet Civil Committee visited Yermakovo to check the possibility of building a railroad bridge across the Yenisey.

A Russian penal labor camp is reported to be located on the right bank of the river a short distance northeast of Yermakovo and opposite the island Ostrov Bereszovyy. Inmates of the camp were engaged in clearing underbrush, cutting trees, and leveling ground for a railroad line to be constructed shortly. Soviet guards and penal laborers told PW's that other labor camps, spaced at 3-mile intervals, are set up farther north along the right bank

of the Yenisey. In the vicinity of Igarka, it is quite possible that the roadbed of one of the narrow-gauge lumber lines radiating from the port city may be used for the new line.

A single-track broad-gauge railroad line is reportedly being constructed from Yermakovo to Yanov-Stan, located on the Turukhan River some 68 miles to the southwest. Most of the information on this line originates from a Russian penal labor camp near Yanov-Stan, where some 800 prisoners were engaged in railroad construction. Construction of the line apparently is being conducted from both Yanov-Stan and Yermakovo. From Yermakovo, railroad equipment and supplies are reportedly shipped by truck or barge (on the Turukhan River) to Yanov-Stan. The new railroad line follows a generally southwest-northeast course. It crosses various types of terrain, including wooded areas, swamps, and numerous rivers and lakes. The roadbed consists of sand, and wooden ties and heavy rails are laid over long stretches. As of 1951, construction of the roadbed was not completed throughout its entire length.

Reports state that the Yermakovo--Yanov-Stan line is to be extended about 62 miles westward to the small settlement of Krasnosel'kup on the Taz River. In 1949, a single-track broad-gauge line was under construction along the left bank of the Taz River opposite Krasnosel'kup. This line followed the river northward for some 25 miles to a point near the confluence with the Varka-Sil'ka tributary, where a railroad bridge is to be built



across the Taz. Construction of the bridge was to begin as soon as a railroad approach from the east side of the river (probably from Yanovo-Stan) was completed. Stored construction material had been seen at the proposed site as early as 1949. The ballast for the new line consists of gravel, about 16 inches deep. The heavy rails used are spiked to crude wooden ties.

Some railroad equipment was reportedly flown to two airfields located around Krasnosel'kup. One field is said to be within the village area, and the other near the site of the proposed bridge across the Taz River. The existence of the former, which is rumored to have a concrete runway, was reported in the Soviet press in September 1950.

### III. The Projected Igarka-Dudinka Railroad Line

Almost all German PW's interned in the Salekhard-Igarka region speak of frequent claims made by Russian penal laborers and Soviet camp guards that a railroad line connecting the Yenisey River ports of Igarka and Dudinka has been planned. Some indicate that the construction of such a line may already be in progress. If true, it would afford a rail link between the Salekhard-Igarka line and the existing line between Dudinka and Noril'sk, 50 miles east of Dudinka. Construction of a railroad line to Dudinka would serve as an impetus to the exploitation of rich mineral resources in the Noril'sk area. Current exploitation is limited to the amount of ore that can be transported by boat from Dudinka during

the short navigation season on the Yenisey River. Port facilities at Dudinka are small, permitting at best the loading of four small coal barges or freighters at a time. During the winter, small quantities of coal and nickel are shipped southward by truck along the frozen waterway. Some of it trickles as far south as Krasnoyarsk. [REDACTED]

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[REDACTED] hints at a possible alternate rail route that would connect Noril'sk directly with Igarka. According to this source, a railroad spur of unknown length extends in a southwesterly direction from Noril'sk. No other information suggests the possibility of a direct link between Noril'sk and Igarka.

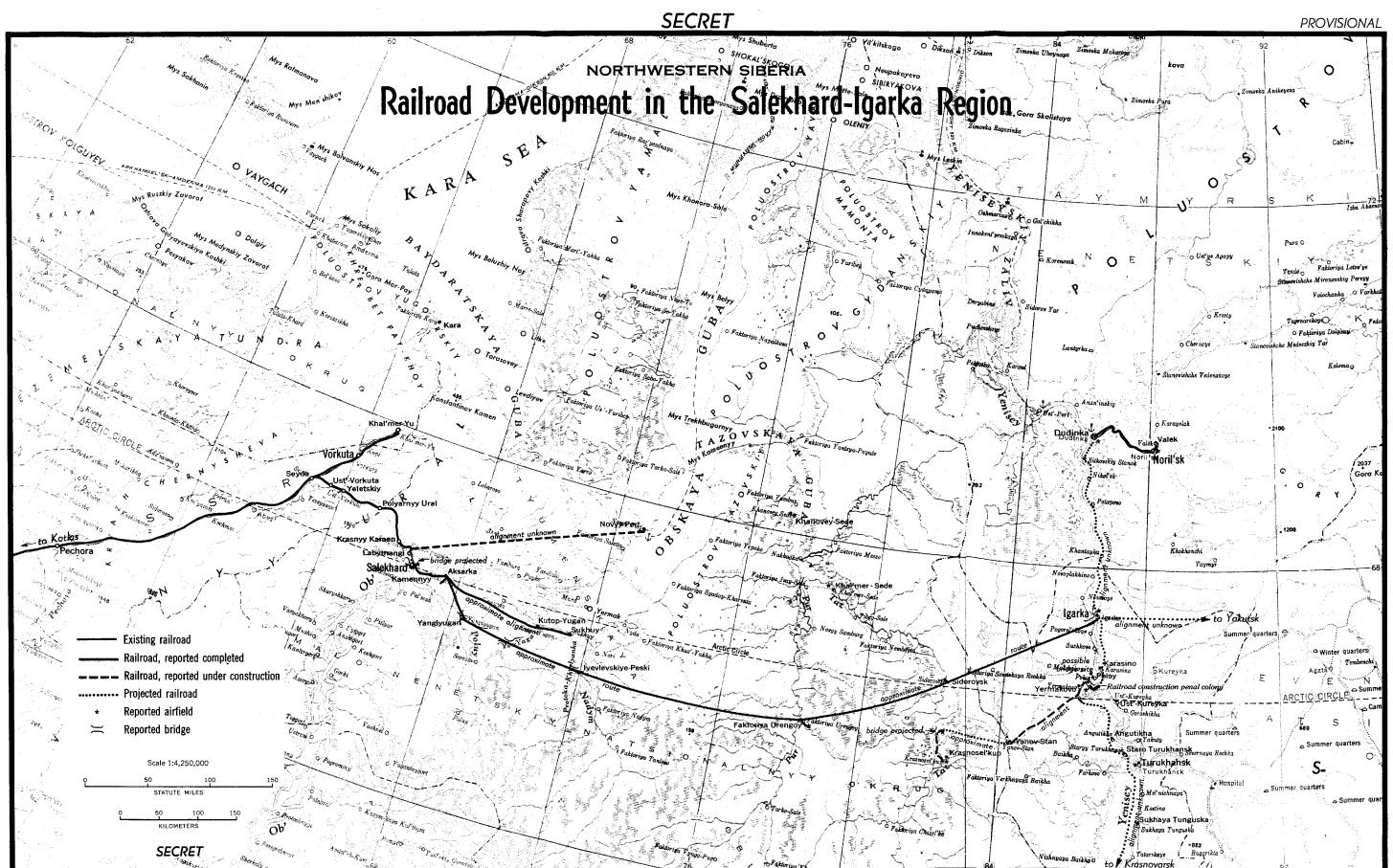
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From the Dudinka railroad station, located near the port area, a single-track line leads eastward to Noril'sk. As of 1952 the line was still narrow gauge, but recent reports indicate that it has been converted to broad gauge. [REDACTED]

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[REDACTED] shows both a double-track broad-gauge and a single-track narrow-gauge line in operation between the two towns. Noril'sk has a small station from which both narrow- and broad-gauge lines lead into the city proper and to the Noril'sk Nickel Combine. All of the locomotives used are reportedly of the coal-burning type. Rolling stock used as late as 1952 consisted of closed and open freight cars, tank cars, and ore cars. Railroad traffic between Noril'sk and Dudinka is comparatively small, being mainly coal and nickel. (Secret)

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RECENT TERRITORIAL-ADMINISTRATIVE CHANGES IN THE USSR

Changes in the territorial-administrative structure of the USSR, including major alterations, follow each other so rapidly that even the most recent Soviet administrative maps should be regarded with skepticism. For example, oblasts or administrative okrugs that were created in the smaller SSR's and in three ASSR's in 1951 and 1952 were abolished in 1953. In late 1953 and early 1954, another series of changes occurred in the RSFSR, the Ukrainian SSR, and the Belorussian SSR -- the three major republics of the union. The changes include the establishment, abolition, and transfer of units at oblast level and together constitute an extensive revamping of internal boundaries (see Map 13171).

In far-eastern RSFSR the new Magadanskaya Oblast', centered at Magadan on the Sea of Okhotsk, was created in December 1953 from territory separated from Khabarovskiy Kray. The new oblast includes the group of "northern rayons," formerly directly subordinate to the Kray administration, and the Chukotskiy National Okrug. A part of the Koryakskiy National Okrug of Kamchatskaya Oblast' was also transferred to Magadanskaya Oblast'; this was apparently done to make the territory of the new unit contiguous, as the western part of the Koryakskiy National Okrug had formed a corridor between the "northern rayons" and the Chukotskiy National Okrug. The creation of Magadanskaya Oblast' further complicates the already complex

administrative map of the Soviet Far East. The new unit, with the status of an oblast directly under the RSFSR, now separates the residual areas of Khabarovskiy Kray.

In European RSFSR, the following five new oblasts were created in January 1954:

- (1) Arzamasskaya, with Arzamas as its center, from the southern part of Gor'kovskaya Oblast';
- (2) Balashovskaya, with Balashov as its center, from parts of Saratovskaya, Stalingradskaya, Voronezhskaya, and Tambovskaya Oblast's;
- (3) Belgorodskaya, with Belgorod as its center, from parts of Kurskaya and Voronezhskaya Oblast's;
- (4) Kamenskaya, with Kamensk-Shakhtinskiy as its center, from parts of Rostovskaya, Stalingradskaya, and Voronezhskaya Oblast's;
- (5) Lipetskaya, with Lipetsk as its center, from parts of Voronezhskaya, Orlovskaya, Kurskaya, and Ryazanskaya Oblast's.

In the Belorussian SSR, also, internal reorganization occurred in January 1954. The number of oblasts was reduced from 12 to 7 by the abolition of Baranovichskaya, Bobruyskaya, Pinskaya, Polesskaya, and Polotskaya Oblast's. The territories of these oblasts were incorporated within the remaining oblasts -- Grodnenskaya, Brestskaya, Molodechnenskaya, Vitebskaya, Gomel'skaya, Minskaya, and Mogilevskaya. At the same time Grodnenskaya Oblast'

also acquired one rayon each from Brestskaya and Molodechnenskaya Oblast's.

The Ukrainian SSR gained a new oblast in January 1954, when Cherkasskaya Oblast', centered at Cherkassy, was created from parts of four other Ukrainian oblasts. The larger part of the new unit came from Kiyevskaya, with small areas from Poltavskaya, Kirovogradskaya, and Vinnitskaya Oblast's. During the same month the Kamenets-Podol'skaya Oblast' of the Ukraine was renamed Khmel'nitskaya Oblast'; and its center, the city of Proskurov, was renamed Khmel'nitskiy. Further internal changes in the Ukraine were reported in February. Izmail'skaya Oblast', which had been created from the southern part of Bessarabia in 1940, was abolished, and its territory was transferred to Odesskaya Oblast'. At the same time a number of rayons were transferred from Odesskaya to Kirovogradskaya and Nikolayevskaya Oblast's.

A more significant change, involving two union republics, occurred in February, when Krymskaya Oblast' (the Crimean Peninsula) was transferred from the RSFSR to the Ukraine. The Crimea had held the rank of autonomous republic until the end of World War II, when it was reduced in status because of the alleged collaboration of its Tatar population with the Germans. Since then the area has been only an administrative oblast, first in the RSFSR and now in the Ukraine.

The creation of new oblasts in the European RSFSR and the Ukraine by subdivision of existing units and the consolidation in Belorussia appear to be of administrative significance only. The recent changes are consistent, insofar as such a term can be applied to the complex and unstable territorial-administrative structure of the USSR, with the policy of readjusting administrative divisions to a "dynamic economic development." The changes in internal boundaries were at oblast level only; the lower-order divisions, the rayons, were transferred intact. The creation of Magadanskaya Oblast' and the transfer of Krymskaya Oblast', however, appear to be of more than routine administrative significance.

The new Magadanskaya Oblast' includes the Kolyma gold-mining area, for which Magadan is the supply center. Magadan has been the headquarters of Dal'stroy (Far East Construction Trust), the labor-camp administration of the MVD. When related to other events in the current Soviet political scene, the formation of the important Kolyma mining area into a new oblast -- presumably with a transfer of control from the MVD to the new oblast government directly responsible to Moscow -- could be interpreted as a shearing of power from the MVD.

The creation of Magadanskaya Oblast' also conforms with the familiar Soviet policy of creating more compact and efficient administrative units that are integrated economically and culturally. The area was made a separate administrative unit as early as 1939,

when the "northern rayons" that now comprise Magadanskaya Oblast' were formed into the Kolyma Administrative Okrug. The okrug was short-lived, however, and was abolished the same year. Magadan, which was founded in the early 1930's, has increased rapidly in size and importance. In early 1953, prior to its elevation to oblast center, it had been promoted to the rank of a city directly subordinate to the Kray administration.

At the time of the creation of Magadanskaya Oblast', four new rayons were formed -- three in the oblast territory proper and one in the Chukotskiy National Okrug. The civilian voting population in the Kolyma area had presumably increased enough to justify these changes, probably in part as a result of the freeing of prisoners by the recent amnesty. Apart from its possible political connotations, the creation of Magadanskaya Oblast' may be viewed as merely the latest step in the territorial-administrative evolution of the Soviet Far East, recalling the removal of the Sakhalinskaya and Amurskaya Oblast's from Khabarovskiy Kray in 1947 and 1948.

The transfer of the Crimea to the Ukraine received full propaganda treatment from the Soviet press and was variously hailed as further evidence of the love and trust of the Great Russian people for the Ukrainians, the magnanimity of the Great Russians, and the strengthening of fraternal ties. Oddly enough, the propaganda version, stripped of its verbal camouflage, is probably correct. The Ukraine and Ukrainians have been of increasing



importance in Soviet affairs and the ruling powers appear to be anxious to honor the Ukraine, perhaps thereby appeasing Ukrainian nationalism. Although the transfer was probably motivated chiefly by political reasons, the move is a logical one administratively in view of the geographic interrelationships between the two areas. The official decree stated the case succinctly, saying that the transfer was effected because of "the integral character of the economy, the territorial proximity, and the close economic and cultural ties between the Crimean Oblast and the Ukrainian SSR." (Unclassified, For Official Use Only)

# U.S.S.R. ADMINISTRATIVE CHANGES

December 1953 — February 1954

- New oblast boundary
- Administrative center of new oblast

## SUMMARY OF ADMINISTRATIVE CHANGES

1. Complete reorganization of the Belorussian S.S.R.
2. Formation of seven new oblasts.
3. Name changes: Kamenets-Podolskiy Oblast to Kamenetskiy Oblast; and its administrative center, Proskurov, to Kamenetskiy.
4. Absorption of Leningrad Oblast by Leningrad Oblast.
5. Transfer of Kymyskaya Oblast from the R.S.F.S.R. to the Ukrainian S.S.R.
6. Several rayon transfers (shown by diagonal shading) in the Ukrainian S.S.R.

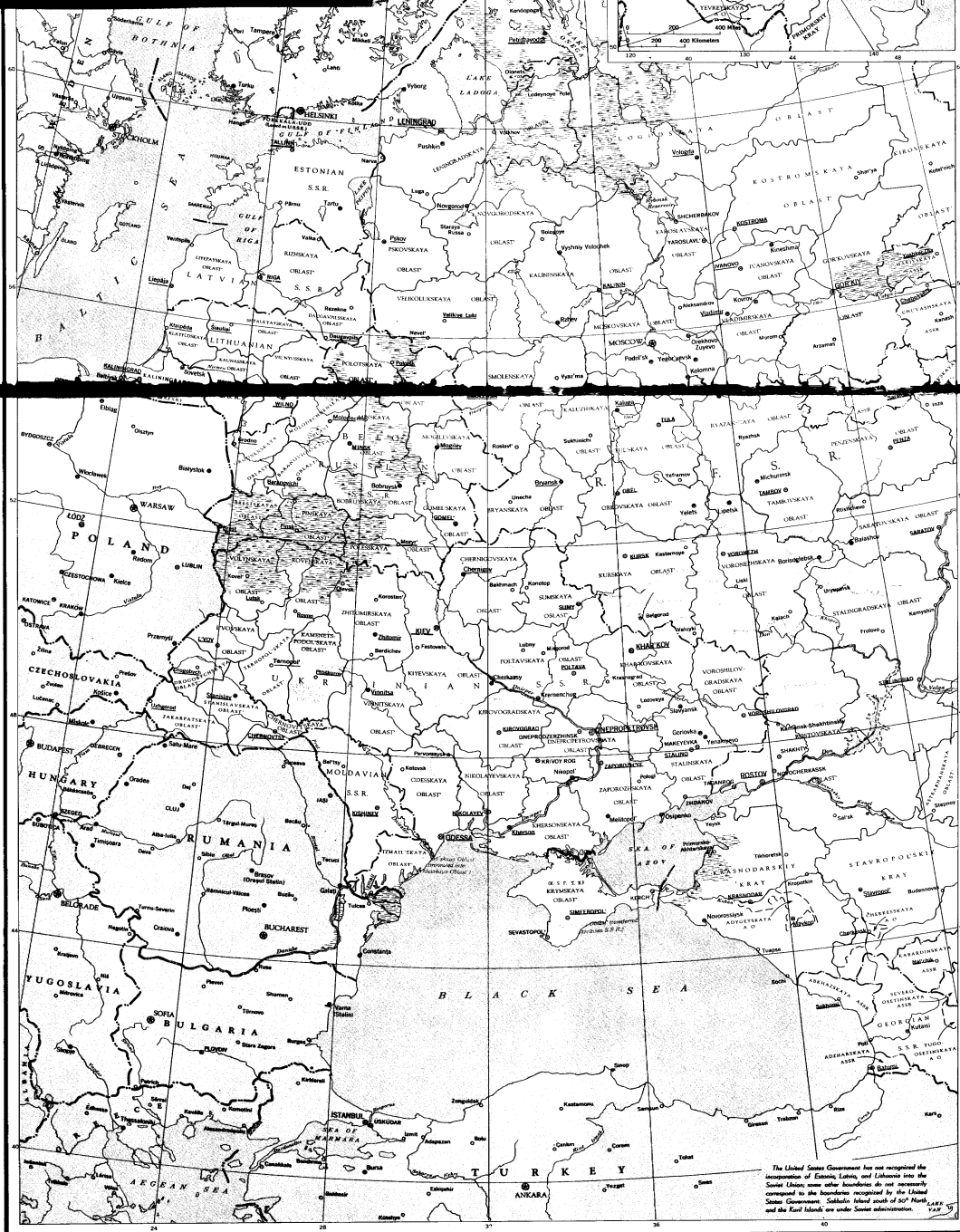
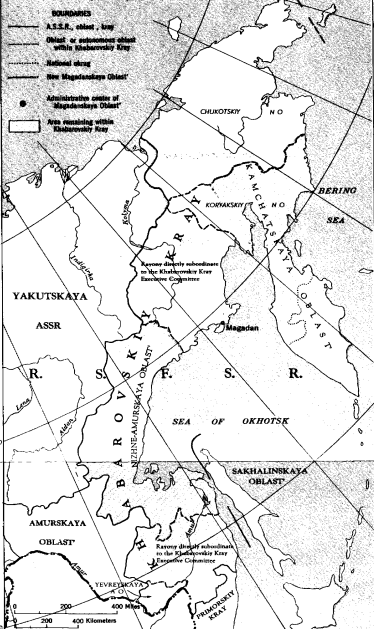
ADMINISTRATIVE BOUNDARY	ADMINISTRATIVE CENTER
Union Republic (U.S.S.R.)	KEY
Autonomous Republic (A.S.S.R.)	KEY
Oblast or Kray	KEY
Autonomous Oblast	KEY

Scale 1:7,000,000

0 100 200 300 Kilometers

0 100 200 300 Miles

## Administrative Changes in Khabarovskiy Kray—Dec. 1953



The United States Government has not recognized the incorporation of Eastern Latvia, and continues to use the Soviet Union name and other boundaries do not necessarily correspond to the boundaries recognized by the United States Government. Sakhalin Island south of Japan, and the Kuril Islands are under Soviet administration.

IS THERE A PUGACHEV-ZVEZDA RAILROAD?

Most of the current Western maps that cover the Saratovskaya and Kuybyshevskaya Oblast's of the USSR show a rail line running from Pugachëv north-northeast to join the Kuybyshev-Penza trunkline in the vicinity of Chapayevsk. Some of the maps indicate the line as being "under construction." Other maps, including Figure 31-16 in Section 31 of National Intelligence Survey 26, U.S.S.R., show the line without any qualifying statement -- presumably indicating it to be completed and in full operation. This article reviews available information on the line and shows the need for seeking additional evidence that would decisively indicate its operational status.

Mention of plans for this rail line appear in Soviet literature of the 1930's, but it was not definitely scheduled for completion until the Fourth Five Year Plan (1946-50). It is called the Pugachëv-Zvezda railroad by the Soviets and was planned to complete a link on the east side of the Volga between two major east-west rail lines. The new railroad was to begin at Pugachëv, the terminus of the existing branch line from Yershov on the Ural'sk-Saratov railroad, and run 136 kilometers generally north-northeast to Zvezda, a railroad station on the Kuybyshev-Penza trunkline about 9 kilometers southwest of Chapayevsk. The projected line was acclaimed as having great importance because it would

provide a new and shorter route between the Urals and the Caucasus and would also shorten the rail haul from the oilfields at Stavropol' and Mukhanovo (both in Kuybyshevskaya Oblast') and Buguruslan (Chkalovskaya Oblast') to the Saratov oil refineries. Apparently in anticipation of a considerably heavier traffic flow, the plan also made provision for reconstructing the Pugachëv-Yershov portion of the route.

Actually, work on the line was begun before 1946. A study of German aerial photography taken in 1942 shows that construction was then proceeding from both ends of the line. Slightly over half of the roadbed was already completed -- roughly the northern third and the southern fifth. In the intervening stretch, there is evidence of only scattered preliminary cutting and filling. The photos also show construction trains operating over the completed stretches.

From 1947 on, the new line appeared on several small-scale Soviet maps, such as Soyuz Sovetskikh Sotsialisticheskikh Respublik at 1:4,000,000, 1947; the 1947 Atlas Ofitsera; and sketch maps in Baranskiy's Ekonomicheskaya Geografiya SSSR. These Soviet maps appear to be the basis for the addition of the line to maps produced in the Western world.

There are a number of curious circumstances that cast doubt on the accuracy of the Soviet maps, however. For example, Soviet maps published in more recent years fail to show the Pugachëv-Zvezda

line, even as under construction. It might be argued that the small scale of most of these later maps (all but one are at scales of 1:1,000,000 or smaller) makes them unreliable indicators of the existence or nonexistence of such a short line. It is noteworthy, however, that most of these maps do show the shorter (94-kilometer) Yershov-Pugachëv branch line. Furthermore, it seems incongruous that the 1952 map Ural i Priural'ye at 1:1,500,000 would show an improved road running from Pugachëv to Kuybyshev, yet omit a stretch of new railroad that would complete an important transportation link between the Urals and the Caucasus. A good indication that the omission on these small-scale maps was deliberate rather than accidental or attributable to lack of space is afforded by two editions of the Ural Uchebnaya Karta at 1:2,000,000. Although both editions were produced by the same agency, Cartographic Factory No. 6 of the GUGK at Omsk, the 1950 edition shows the Pugachëv-Zvezda line, whereas the edition that was corrected and published in 1952 omits it. Certainly the official administrative map of Saratovskaya Oblast' at 1:600,000, dated 1952, would be expected to show this rail line if it were in existence. The line is also omitted from the recently acquired Atlas SSSR, 1954.

It is also interesting to note that the latest complete Soviet Timetable available (for summer 1950) makes no mention of a Pugachëv-Zvezda line. The branch line from Yershov is shown as terminating at Pugachëv without any further connections to other

lines. The sketch map supplied with the 1949 Spisok Stantsiy Zheleznodorozhnoy Seti SSSR also fails to show the Pugachëv-Zvezda line. Other relevant official Soviet sources of information include the political-administrative handbooks, which list the nearest railroad station for each of the rayon administrative centers in the USSR. Despite the fact that the Pugachëv-Zvezda line should pass within a few kilometers of the village of Ivanteyevka, the 1951 handbook 1/ lists Pugachëv, 42 kilometers away, as the site of the closest railroad station. Such a line should also pass fairly close to two other rayon centers, Khvorostyanka and Pestravka, but the same handbook indicates the nearest railroad stations to those towns as being on the Kuybyshev-Penza line, 50 and 80 kilometers to the north.

A short article in the Soviet railroad paper Gudok 2/ seems to provide an explanation for the conflicting information in these Soviet sources. The article laments the enormous waste of the 30-million-ruble capital investment in the unfinished Pugachëv-Zvezda line, construction of which ceased in 1944. The writer

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1. SSSR: Administrativno-Territorial'noye Deleniye Soyuznykh Respublik.

2. October 27, 1948, page 3. Incidentally, the abstract of this material in Treasure Island Serial No. 26949 is erroneous on one critical point. The article does not say the line "was put into temporary operation in 1944" but rather that work was abandoned at that time.

claims that if work had continued uninterruptedly for an additional year and a half the entire line would have been in operation in 1946. Instead, there has been no movement of trains since 1944, and the line has been permitted to deteriorate. Allegedly, much of the rail equipment that had been installed was removed by railroad officials and workers, and the local inhabitants then used many of the ties for fuel or as construction material for houses.

The reasons for the strange sequence of construction and dismantling may possibly be found in the exigencies that followed each other during World War II. At the time of the Battle of Stalingrad the construction of the Pugachëv-Zvezda line was undoubtedly given a high priority. As the front moved west, the rehabilitation of the lines in the areas formerly occupied by the German forces became more important, and the equipment on the Pugachëv-Zvezda line may have been used for this purpose.

An additional bit of evidence is the absence of any official Soviet announcement concerning the completion of the Pugachëv-Zvezda line. Nor is there any report from either Soviet sources or returned prisoners of war about railroad construction work on this line in the postwar years. In view of all the above facts, it must be presumed that the line has not been completed and that Pugachëv remains the terminus of the branch from Yershov. (Confidential)

CHANGES IN RED CHINA'S CARTOGRAPHIC PARTY LINE <sup>1/</sup>

It has been a common practice of both Nationalist and Communist Chinese regimes to show on their maps sizable areas of bordering nations as lying within the territorial limits of China. Prior to 1949, these cartographic claims caused little concern on the part of other countries. Since then, however, the complete reversal in the balance of power in the Far East and South Asia, together with the extension of control by Communist China to remote frontier areas, has sharply focused attention on Chinese border claims.

Until recently, no clear-cut Chinese Communist cartographic policy as to the representation of China's territorial limits had evolved. The boundaries of New China have been variously depicted on Communist-produced maps, particularly between 1949 and 1951. This cartographic confusion arose from (1) the undefined status of large segments of China's frontiers, which left room for various interpretations, and (2) the apparent lack of direction of the map-publishing companies by governmental authorities. The latter situation was corrected in late 1952, when all cartographic publishing firms were amalgamated to form the state-controlled Ti-t'u Ch'u Pan She (Map Publishing Company) "in response to the call to raise

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1. For a discussion of Chinese Communist cartographic treatment of the boundaries of China between 1949 and 1951, see Map Research Bulletin, MR-25 (May 1951), pp. 1-8.



the quality of publications and avoid duplication." <sup>1/</sup> In the sixth edition of the standard provincial atlas of China dated December 1953, the first complete revision of the atlas, it appears that a "cartographic party line" has been adopted for four boundary sectors, as described below (see Map 13321). <sup>2/</sup>

The Burma-China Boundary -- The Burma-China border north of 25°35'N has never been defined, and Chinese governments, past and present, have claimed territory west of the present de facto frontier. Chinese Nationalist maps and Chinese Communist maps up to December 1953 depicted the boundary as a line extending roughly east-west from 25°35'N-98°10'E to the Indian frontier. About 22,000 square miles of northern Burma was thus included within Yünnan Province. The boundary alignment is shown in the December 1953 atlas, however, as striking west to approximately 27°40'N-97°05'E, from which point it trends almost due north to the Burma-India border. Thus the area now claimed by China is reduced by approximately 50 percent. A 200-mile sector of the Burma-China boundary in the Wa States area was delimited by a treaty signed in

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1. An article in the Geographic Intelligence Review, MR-39, pp. 35-40, discusses the present situation of Chinese map publishers and the products of the Ti-t'u Ch'u Pan She.

2. Among the maps consulted in the preparation of this article are the 1934 and 1948 editions of the so-called Ting Atlas, the standard atlas of Nationalist China; an official boundary map prepared in 1946 by the Map Examination Commission, Ministry of Interior, of the Chinese Nationalist Government; and various maps and atlases published in Communist China since 1950.

1941, but because of the subsequent Japanese invasion of Burma the actual demarcation on the ground was never accomplished. Until late 1952, Chinese Communist maps showed the boundary in accordance with the 1941 agreement, but since that time the boundary has been shown farther west along the Salween River and marked as "not yet settled." On the December 1953 maps the territory claimed has been slightly enlarged; the present delineation is identical to that shown in the 1934 Ting Atlas. During the history of the boundary negotiations, no previous claims made by Chinese boundary commissioners were for as extensive an area as that now claimed.

The Southwestern China Boundary -- Except for the Sikkim-Tibet sector, the long frontier separating China from India, Kashmir, Nepal, and Bhutan has never been defined. Extensive Chinese claims are made to areas in the high mountains of northwestern Kashmir. Several Chinese Communist maps have in some places shown the boundary -- marked as "not yet settled" -- as slightly south of the crest of the Karakoram Range. The new policy has resulted in claims for a less extensive area, although the Chinese Communist alignment of the boundary still differs considerably from the version shown on most maps produced outside of China. The latest alignment agrees with that shown on Chinese Nationalist maps. The Chinese cartographic practice of including the hill tracts of Assam and a small part of eastern Bhutan within China has been continued.

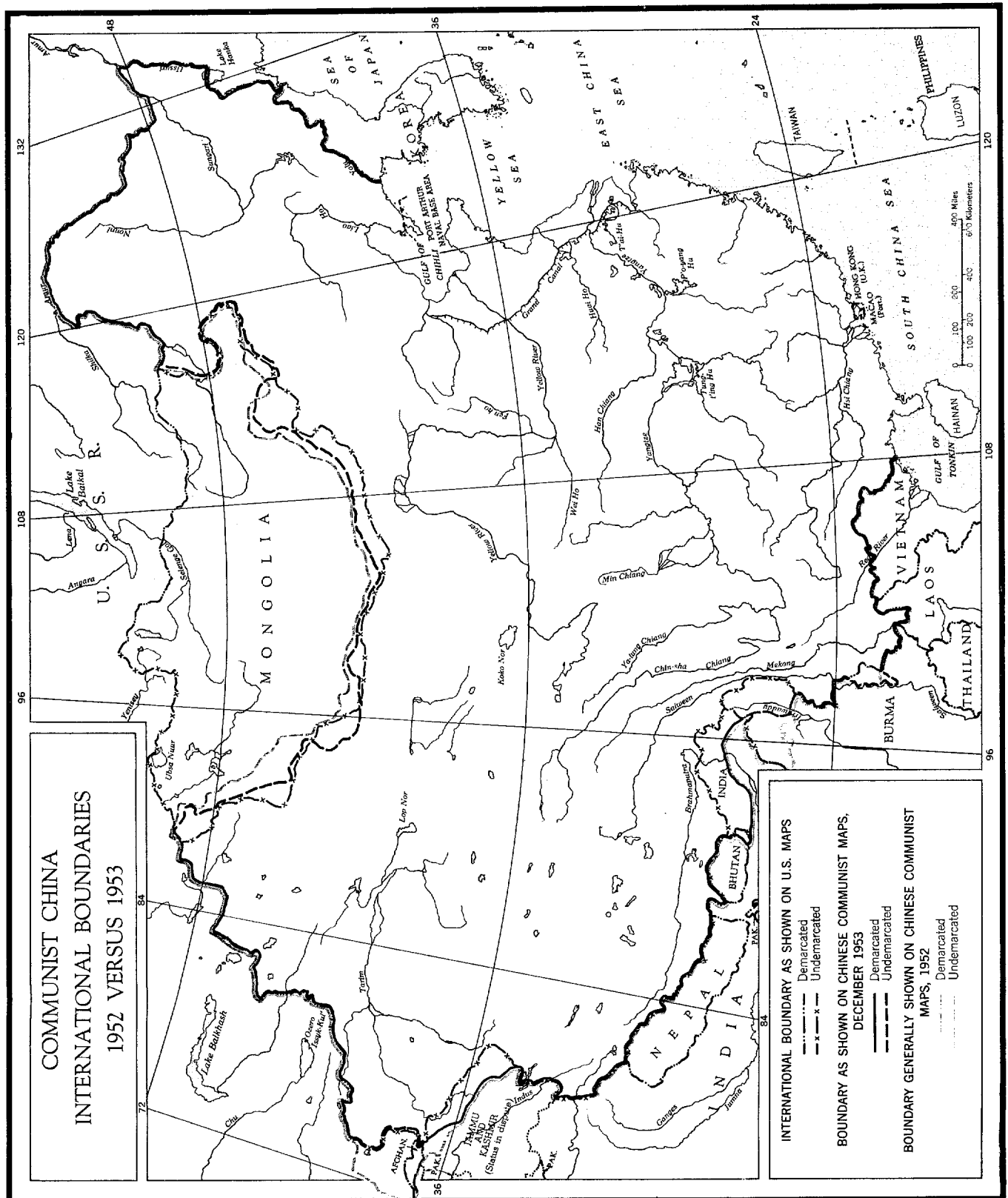
The China-USSR Boundary in the Pamir Area -- The Soviet

interpretation of the USSR-China boundary in the Pamir area has not been consistently accepted by the Chinese, and cartographic representation of that boundary has vacillated. Although the Ting Atlas of 1934 agreed with the Soviet version, the 1946 map of the Ministry of Interior, the 1948 Ting Atlas, and Chinese Communist maps up to December 1953 blithely moved the boundary westward to include within Sinkiang Province about 25,000 square miles of the Tadzhik SSR. This sweeping appropriation of territory has now been corrected, however, and the latest maps show the Soviet version of the boundary. Perhaps the higher Soviet and Chinese functionaries became aware that the two great "peace loving" nations of the world were faced with a potential border dispute, and as a result guidance has been afforded the Chinese cartographers.

The Mongolia-China Boundary -- Except for one small sector, the boundary between the Mongolian People's Republic and China is indefinite and undefined. The delineation of that boundary on U.S. maps closely follows the Soviet (and presumably Mongolian) version. Chinese Nationalist maps, however, presented a greatly different alignment for many sections, with territorial advantages nearly always on the side of China. Communist maps continued this practice and even enlarged Chinese claims in some areas. Under the new cartographic policy, the boundary agrees with the Chinese Nationalist version.

The penchant of Chinese Communist cartographers for including within China sizable border areas that are indicated as part of other countries on most maps published elsewhere is not new. Long before the accession to power of the Chinese Communists, Chinese maps were "incorporating" border areas of neighboring nations. Maps showing border claims have often been dismissed on the grounds that they were commercially produced and therefore not "official." Formation of the Ti-t'u Ch'u Pan She indicates that maps produced by that concern are, if not official, at least subject to semi-official control and editing prior to issuance. Furthermore, the close similarity between the maps in the December 1953 atlas and the official boundary map published in 1946 by the Nationalist Ministry of Interior suggests a continuity of official policy in the cartographic representation of undemarcated boundaries.

(Unclassified)



LEBANON CREATES THREE NEW CAZAS

The creation of three new cazas in Lebanon in 1953 was a half-way measure designed to strengthen the ties between the central government and certain village units. It was by no means comparable to the creation of new counties in the United States, with the attendant reorientation in taxation, politics, and administration.

The caza is the second-order political unit of Lebanon, under the department or muhafazat. It is headed by a caimacam, whose function is to represent or substitute for the muhafiz (department head) as a political agent of the central government -- dealing out patronage and getting votes through close contact with every village in his caza. It is on his recommendation that the village muhktar is appointed, through whom he is able to contact the people themselves. The caimacam is therefore an important stratum of the political pyramid, being responsible for every village in his caza and traveling considerably in the exercise of his function.

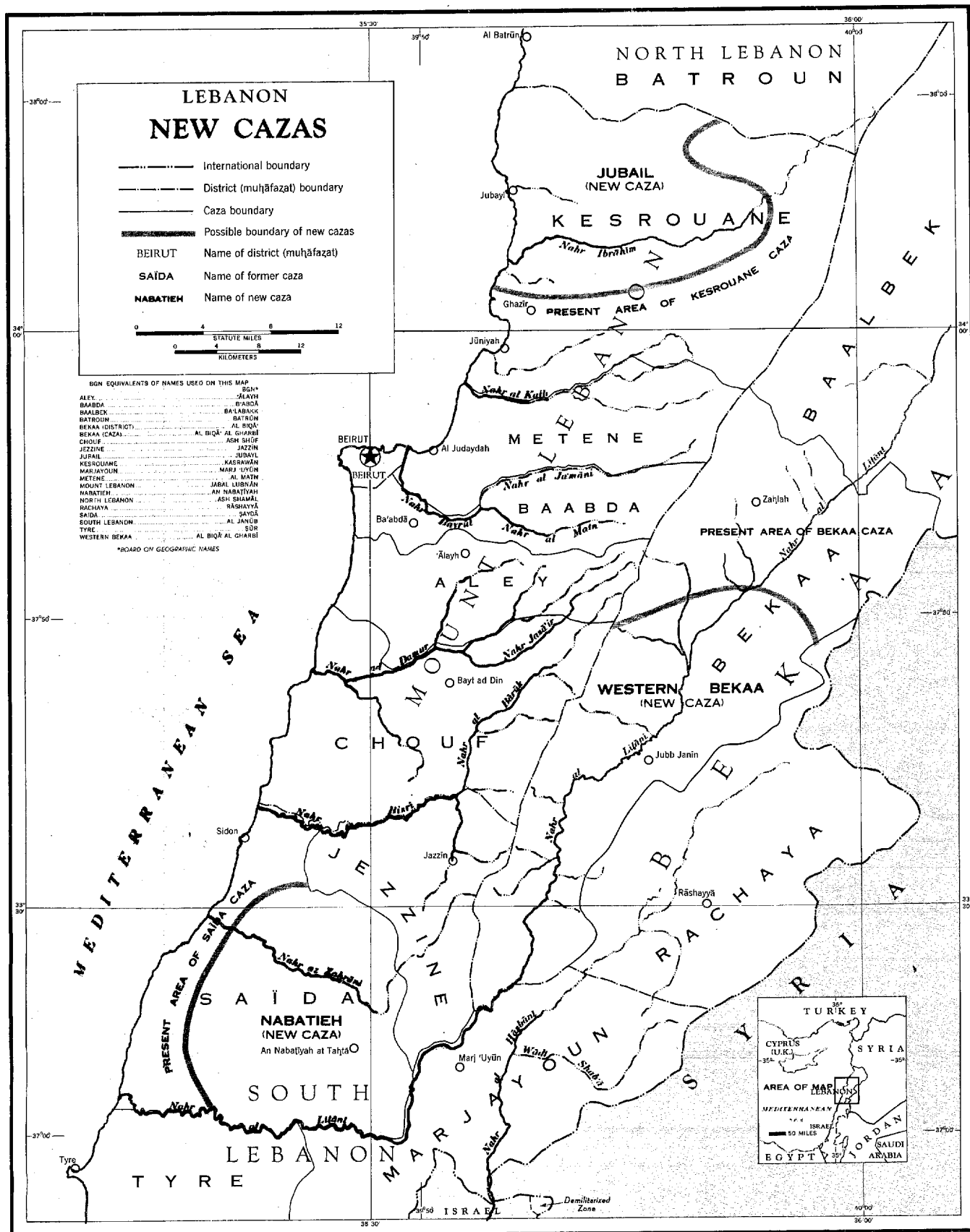
In the cazas of Bekaa, Kesrouâne, and Saïda, the distance between the headquarters of the caimacam and some of his villages apparently was stretching his services rather thin and possibly jeopardizing central control by the infrequency of contacts. Each of these cazas was therefore cut in two to facilitate administration, the old, residual, portion retaining the original name and headquarters and the other part receiving a new name and headquarters,

with provision for its own caimacam. Legislative Decree No. 41 of 23 February 1953 created the three new cazas and named the villages to be included in each. The names of the cazas are as follows:

<u>Department (Muhafazat)</u>	<u>Name of Original Caza and of Residual Caza</u>	<u>Name of New Caza</u>
Bekaa	Bekaa	Western Bekaa
Mount Lebanon	Kesrouâne	Jubail
South Lebanon	Saïda	Nabatieh

In the Lebanese view, there is no need to define the new boundaries precisely so long as each caimacam knows the villages for which he is responsible. At present the government does not plan to define the boundaries and probably will not do so until the 1:50,000 sheets that carry the boundary lines are revised by the Service Géographique de l'Armée.

The accompanying map (13255) shows a possible configuration of the boundaries between the residual and the new cazas. The lines were drawn by generalizing the areas in which the villages in the new cazas are located and provide only a rough orientation. Approximately 12 percent of the 203 places listed as being in the new cazas could not be located precisely. (Official Use Only)





AUSTRIAN RAILROADS

25X6

25X6

An unusual set of four manuscript maps [REDACTED]

[REDACTED] has recently become available. The maps were compiled from data supplied by the Austrian Federal Railroads for 1951, the summer of 1952, and the winter of 1952-53. The information shown includes the relative importance of the various lines, a comparison of passenger and freight traffic, the kinds of service offered, the routing of international, long-distance, and local passenger traffic in relation to Vienna, the number of car-pairs and their direction, and the number of possibilities for traveling between two places without changes. Although the new data apply only to the Federal railroads, which constitute about 90 percent of all Austrian railroads, the base map at 1:500,000 shows all railroads and gives the number of tracks, gauge, electrification (as of 1952), and distance between stations. Even cograils and funiculars are shown, with the type of traffic -- whether passenger or freight -- specified for the latter. The set is available at the CIA Map Library, Call No. 84040. (Unclassified)

# CENTRAL AND SOUTH CHINA ADMINISTRATIVE AREA COMMUNIST ADMINISTRATIVE DIVISIONS

## COMMUNIST ADMINISTRATIVE DIVISIONS—1953

- Province boundary
- Special district (chuan-ch'i) or administrative district (hsing-ching ch'i) boundary<sup>1</sup>
- New hsiang boundary (location unknown)
- Abolished hsiang boundary (as a result of the combination of two or more hsiang)
- Administrative area capital
- Province capital
- Special district or administrative district seat
- Hsiang seat
- Abolished hsiang (details of disposition unknown)
- Other administrative city
- Municipality (city) governed by the administrative area
- Municipality governed by a province
- Municipality governed by a special district or an administrative district
- Autonomous district boundary
- Autonomous district seat (special district level)
- Autonomous area seat (hsien or sub-hsien level)<sup>2</sup>

## NATIONALIST ADMINISTRATIVE DIVISIONS—1948

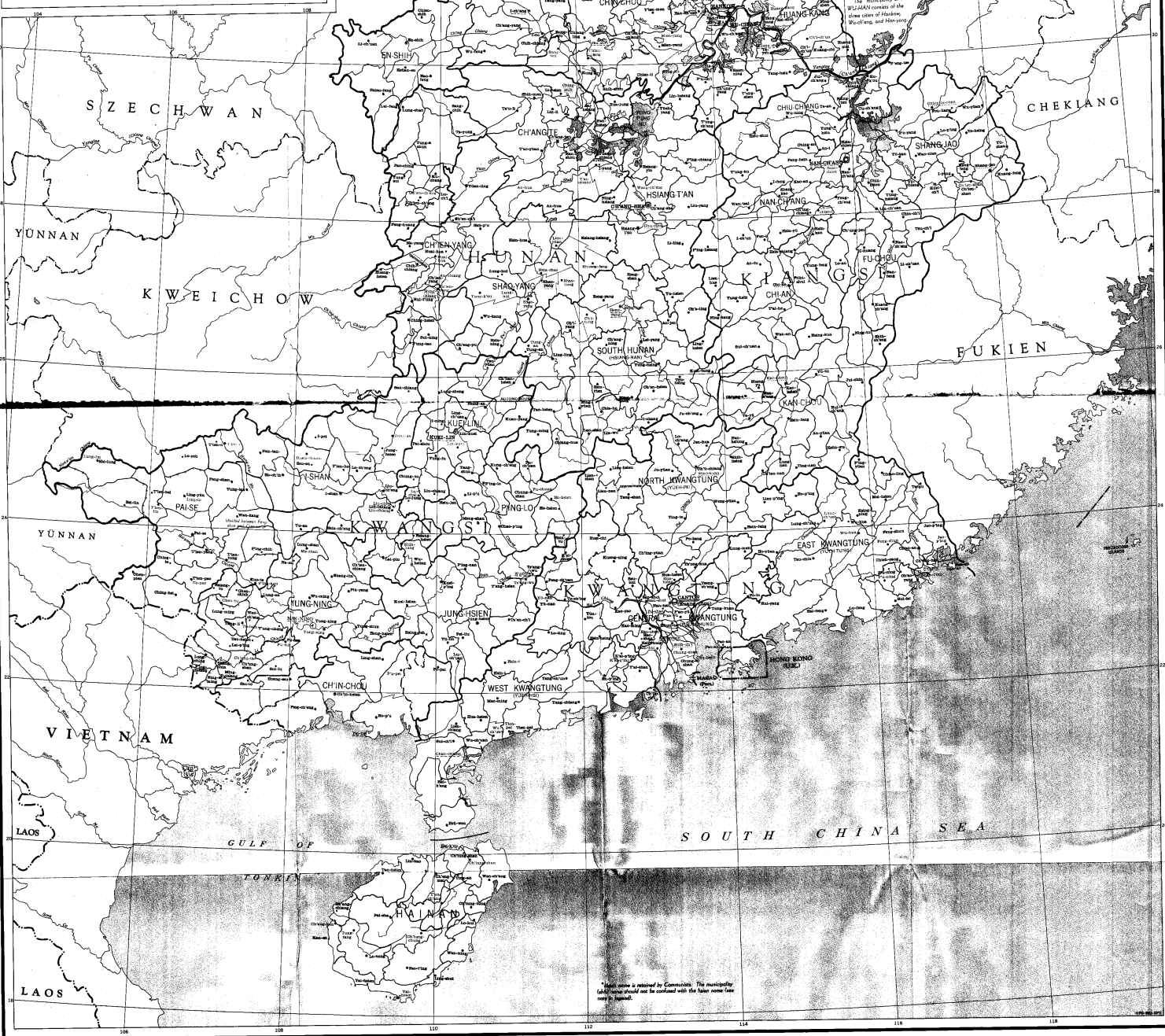
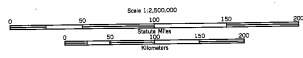
- Province boundary
- Hsien boundary
- Province capital
- Hsien seat
- Special municipality

### NOTES

<sup>1</sup> The Central and South Administrative Area has six administrative districts (hsing-ching ch'i), of which five concern Guangdong Province and the sixth, South Hsien (Hsiangmen), is in Taiwan. Boundaries of the smaller autonomous units of the hsiang or sub-hsien level have not been shown, since it is not clear they are uniform or identical.

<sup>2</sup> The administrative seat of a hsiang has the same specific name as the hsiang. When the administrative seat is moved, the name of the new location is given the name of the hsiang. Since the Communist have retained many Nationalist hsiang names, it has been necessary to repeat the same only in cases where the administrative seat has been moved or where a different name is used. In such cases, the name appears in red. If a hsiang seat is also a municipality (city), the municipality usually appears in the same color as the hsiang.

SOURCE: CHINA ATLAS (Leningrad [Moscow] Ministry of National Defense, Bureau of Charts, 1958)



<sup>1</sup> Hsien name is retained by Communists. The municipality (city) name should not be confused with the hsiang name (see note 2).

~~CONFIDENTIAL~~

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MAP OF ADMINISTRATIVE DIVISIONS OF CENTRAL-SOUTH CHINA

The accompanying map, Central and South China Administrative Area (12800), is the fifth in a series of six maps designed to provide basic administrative data for China. As on the other maps in the series, administrative information at the hsien (county) level and above is shown for both Nationalist China (as of 1948) and Communist China. Chinese Communist administrative data for the Central-South are believed to be up to date as of December 1953. The somewhat complex administrative organization of Central-South China is described in an article in the Geographic Intelligence Review, MR-39, pp. 17-28, which contains organization tables.

(Unclassified)

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